



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

production that created depression among the farming interests. Neither could disappearance of the frontier have left the laborer at the mercy of the capitalist at this period, since, as a matter of fact, the frontier had not yet disappeared. A really fundamental basis of the disturbance of labor conditions might far better have been emphasized in this connection. This factor relates to the disturbance created by the introduction of revolutionizing economies, in the nature of labor-saving machinery and labor-saving agencies in general. Given time for industry to adjust itself in the form of the development of new activities to satisfy new wants, such economies ultimately result in a higher standard of living and in normal conditions of employment again. But after the wonderful outburst of productive energy associated with and following the Civil War, to which outburst the author himself refers, there ensued what might be called a period of temporary general overproduction, with resulting unemployment, low wages, and derangement of labor conditions in general. The more recent actual disappearance of the frontier has—as might have been anticipated—really benefited the farmer; while it is doubtful if, even at the present, labor has much more than begun to be unfavorably influenced by the disappearance of the frontier. Dr. Buck has, in common with other authorities, antedated the influence of the disappearance of the frontier by almost a generation. With reference to this whole matter it may be said that it is significant that David A. Wells's *Recent Economic Changes* does not appear in the bibliography.

A good index and bibliography and copious footnote references increase the usefulness of this volume, which has many merits and few defects.

JOHN G. THOMPSON

UNIVERSITY OF ILLINOIS

---

*Industrial and Commercial Geography.* By J. RUSSELL SMITH. New York: Henry Holt & Co., 1913. 8vo, pp. xi+914. \$3.50.

The aim of this stately volume is, in the words of the author, "to interpret the earth in terms of its usefulness to humanity. Since the primary interest is humanity rather than parts of the earth's surface, the book deals with human activities as affected by the earth, rather than with parts of the earth as they affect human activities."

In spite of this implied limitation of the subject to the effects of physical environment, no such limitation is actually apparent in the treatment, human and economic causes receiving their full share of

credit. The author's conception thus stands at the opposite extreme from the one advocated (if not extensively exemplified) by those who seek to claim economic geography as a branch of physical science. As treated by Professor Smith, the subject is clearly a part of economics, or more specifically, of that description of industry which forms the concrete basis of theoretical economics. This book should therefore be welcomed by all who hold that economic geography is a social rather than a physical or natural science.

The plan of treatment adopted is systematic, that is, by industries, rather than by regions or any compound method such as the one favored by Adams and by one or two others. Part I (pp. 1-623), called "Industrial Geography," comprises seventeen chapters, as follows: (1) our changing environment; (2) the place and nature of agriculture; (3) the cereals; (4) starch foods; (5) the animal industry; (6) the vegetable, fruit, and wine industries; (7) sugar; (8) condiments and tobacco; (9) fisheries; (10) the fundamentals of manufacture; (11) the forest industries and paper; (12) fibers, textiles, and clothing; (13) leather and rubber; (14) machinery, shipbuilding, and metal industries; (15) chemical raw materials and manufacture; (16) the mineral industries; (17) the expansion of industry and resources. Part II, called "Commercial Geography," contains sixteen chapters (pp. 624-902) devoted to (1) the law of trade; (2) the world highway—the ocean and its carriers; (3 to 12) principal trade routes of specific parts of the world, especially by sea; (13) the trade center and its development; (14) the work of the trade center; (15) the balance of trade and its relation to industrial development; (16) the influence of geographic factors on the commercial policy of nations. This part is essentially a summary of the author's previous books on the *Organization of Ocean Commerce* and the *Ocean Carrier*.

The author argues that the treatment by industries "brings causes and results together in their explanatory relation"; but this is precisely the relation which (as the reviewer sees it) the systematic or industry plan of treatment tends to obscure. For example, wheat is a summer crop in some districts and a strictly winter crop in others; yet the reasons for this difference cannot be made clear unless either the student has taken recently a good course in physical geography, or else there is interjected in the midst of the discussion of the wheat industry a section on climate. Moreover, even if this is done, the student cannot hope to obtain from scattered incidental references a clear and comprehensive conception of the economic character of any particular part of the world;

especially when, as in this book, the transportation side of the subject is separated from production, thus necessitating a further splitting-up of the material relating to any one country. It follows that while this book contains a wealth of material and will be of decided interest to instructors and advanced students, its use seems likely to offer some difficulties in the lower college years, at least with students not already well trained in physical geography.

In addition to this limitation, there are various details as to facts, language, or doctrines which seem to invite criticism. A few of them (noted in less than sixty pages of text) may be worth mentioning to illustrate what is here meant, and with a view to a second edition.

"A group of people can only prosper . . . when their environment furnishes them an abundance of food" (p. 3). True under primitive, but not under modern, conditions, provided the environment furnishes something else of value.

"One of the essences of war is transportation" (p. 10). One is tempted to ask, What is an "essence of war"? Does "essence of" mean the same thing as "essential to"?

"The wheat-grower cannot afford to haul wheat in wagons more than 40 or 45 miles" (p. 14). The Tenth Census estimated 20 miles as the limit.

"In the great city . . . he must pay . . . for a host of services that add no value to the goods and often detract from their value" (p. 33). It is difficult to make out in what sense "value" is here used. It cannot be the proper sense of "power in exchange," because the fact that services are paid for proves that they have added to value in this sense; nor can it even mean utility, unless time and place utilities be ignored. In any case, the meaning here given to "value" is unknown to economics.

"These new lands . . . were . . . often actually given away. This made the production of wheat a much cheaper process . . . than in Europe, where rent and interest on land value is high" (pp. 54-55). This passage clearly inverts the relation of cause and effect, making economic rent a cause, rather than a result, of price.

"Bruges, lying securely on the canals that connected the Rhine with the ocean" (p. 852). The situation here suggested is geographically impossible, as Bruges lies seven miles inland from the sea and is separated from the Rhine by the valleys of the Meuse and the Schelde. The channel referred to was natural, not artificial, and led directly to the open sea. (Longnon, *Atlas historique*, Plate VIII.)

As against these matters, which seem to argue haste or inadequate proofreading, it is a pleasure to note that the author is sound on the "balance of trade" idea. This is, in fact, one of the few books on this subject which are not infected with the old mercantilist fallacy as to the object of commerce.

EDWARD V. ROBINSON

UNIVERSITY OF MINNESOTA

---

*The Britannic Question.* By RICHARD JEBB. London: Longmans, Green & Co., 1913. 12mo, pp. 262. \$0.35.

This is a tract for the times which should be especially welcome to those interested in the evolution of a great empire. With almost meticulous care the historian of the Imperial Conference traces out the tangled web of policies and interests which comprise the Britannic question. Every feature of the problem receives searching analysis and consideration, and the persevering reader will be well repaid by the insight he will have obtained into the larger problems of the British empire.

Unlike most writers upon imperial topics Mr. Jebb does not lose sight of the great importance of the economic side of the problem. In this respect the book should appeal to students of economics generally, for it is really a study in the economics of a geographically decentralized empire. Practically all of the schemes which he weighs and finds wanting owe their rejection to economic considerations. For example, Imperial Federation, "by which is meant the creation of a federal parliament with an executive responsible to it" and "limited to foreign affairs and defense," is dismissed as "impracticable" because it divorces foreign affairs from trade and revenue. The author points out that in both Germany and South Africa "political union was actually preceded by a customs union." On the other hand, the union of Sweden and Norway went to pieces ultimately over divergent commercial policies, while Austria and Hungary only averted disruption by a compromise tariff.

With such careful consideration of the economic difficulties involved in a change in the relationship between Great Britain and her colonies, there is some irony in the fact that Mr. Jebb's own constructive scheme is most vulnerable at this point. Mr. Jebb's idea is that Great Britain should forsake her free-trade position and institute tariff reform. The distinctive feature of this change should be that "colonial produce would be dutiable as well as foreign produce, albeit at a lower rate of duty." This would provide, he thinks, more revenue, give some advantage to British agriculture, and afford a means of reciprocating a British prefer-